

One vision calls for more taxes taken out of the pockets of hardworking American families and more government spending, which adds to the trillions of dollars in debt that will be handed down to the next generation.

Our friends on the other side of the aisle talk about a balanced approach, but they refuse to even balance their own budget.

Our vision calls for a stop to Washington's failed policies and reckless spending. It says American families and small businesses understand you can't spend more than you take in, that you need to balance your budget. It's time for Washington to do the same.

This vision seeks to protect the things that we value most, to keep the promises that we've made to our seniors and to our veterans—I'm the son of a U.S. Marine—while at the same time allowing us to leave a better future to our kids and our grandkids. That's the vision I want to work toward, and that's why I'm proud to support the House Budget Committee's proposals which we will be voting on later this week.

This isn't about passing a budget for one year just one time. This is about creating lasting solutions that help grow our economy and put our country back on track. That's what this budget will do.

SAVING OUR INFRASTRUCTURE

The SPEAKER pro tempore. The Chair recognizes the gentleman from Oregon (Mr. DEFazio) for 5 minutes.

Mr. DEFazio. Mr. Speaker, as I speak here on the floor, the American Society of Civil Engineers is releasing a report card for America's infrastructure.

The gentleman who spoke before me talked about the legacy that we leave to our country and about growth in the Nation. Well, this is an incredible legacy we're leaving and creating, which is an unbelievable deficit in our Nation's infrastructure. We've gone from No. 1 in the world post-World War II with the Eisenhower era, the national interstate program, to No. 26 in the world. We are spending less of our gross domestic product on infrastructure investment than many Third World countries. It's not only an embarrassment; it is hurting our economy and our growth.

Now, if your kid came home and said, Hey, Dad, guess what? I got my report card. Here it is. Good news. Good news. Oh, it's good news. I went up to a D-plus. A D-plus—that's where America's infrastructure is.

We have a projected deficit over the next 7 years of about \$1.6 trillion. That's an unbelievable, unimaginable number, \$1.6 trillion. That's as much money as the war in Iraq cost us, an unnecessary and wasteful war. We can't afford to invest in our infrastructure, but we're rebuilding the infrastructure in Afghanistan. There's something wrong with this picture.

According to the American Society of Civil Engineers, if we don't address this investment gap in all of our infrastructure, by 2020 the economy will lose \$1 trillion in business sales, 3.5 million jobs will be lost or foregone and there will be \$3.1 trillion less in gross domestic product. If we invested \$1.6 trillion, we would get 100 percent return on our investment and 3.5 million more jobs. Not bad, but the people on that side of the aisle don't believe in rebuilding America's infrastructure. They have some wacko theory here of what they call "devolution." We shouldn't have a national transportation policy, no. It should be done by the 50 States. Well, we already tried that. It didn't work too well. That's when Dwight David Eisenhower said we needed an national interstate system, and we built it. Now it's falling apart.

There are 140,000 bridges that need substantial repair or replacement and 40 percent of the pavement on the National Highway System is at the point where there are potholes big enough to put your car in. Maybe if the White House limousine falls in one of those holes we'll get a little more action down there in terms of funding our infrastructure. I've been trying to get them to take a position on this.

We are looking at something even more extraordinary. In 2015—we've been paying for infrastructure out of a trust fund. It hasn't added to the deficit. But it raises taxes. Oh, my God. We can't have taxes for something like that, can we? Not on that side of aisle.

Well, if we don't do something about it, the trust fund is going to drop below zero sometime in 2014, which means we are not going to invest any more in our National Transportation System. For one year we'll go from \$50 billion, which is not sufficient to even deal with the deterioration, let alone build out a better, more efficient 21st century infrastructure, to \$7 billion. That's hundreds of thousands of jobs gone. That's an acceleration in the deterioration of the system.

We're going to have to talk about revenues. It's the only way to solve that problem, unless you want to devolve it to the 50 States and have the States build interstates that don't match up or maybe they won't build the interstates at all. We don't know what kind of plan is coming from that side of the aisle. But I do know that we need to make these investments. As I already pointed out, we can get a 100 percent rate of return.

It's pretty simple. We would just index the existing gas tax, which hasn't changed since 1993. Yeah, we're paying nearly 4 bucks a gallon. It will be 5 bucks a gallon by Memorial Day. And the money is going into the coffers of ExxonMobil and the other big oil companies. It isn't going to repair infrastructure.

We haven't raised that tax in 20 years. If we just indexed it to construction cost inflation and indexed it to fleet fuel economy, we could issue

bonds paid off by that increment on the gas tax. It would be about a penny a year a gallon. When I was driving to work one day and they were changing the cards up there, they were raising it a nickel a gallon just as I drove by. At a penny a gallon, I think most Americans would be willing to pay for that if they knew it was going to save 3.5 or create 3.5 million jobs and put this country back on track and get rid of some of the delays and the congestion and the detours and all the other problems we have.

So let's pay attention to this scorecard, to this report card. If your kid came home with a card like this, you'd do something about it. Congress better do something about it.

DONALD FOISIE—1ST CALVARY DIVISION
SOLDIER—PATRIOT—TEXAN

The SPEAKER pro tempore. The Chair recognizes the gentleman from Texas (Mr. POE) for 5 minutes.

Mr. POE of Texas. Mr. Speaker, it was June 1950 when the North Koreans decided they would invade their neighbors to the south, South Korea. The war had started—even though the world community called it a "police action"—but it was a war, and of course South Korea was in trouble. They called 911, and as it has been in history, when you call 911, the United States answers. The Americans went to South Korea to protect our ally South Korea.

In August of the same year, some Americans were occupying Hill 303. Most Americans have never heard of Hill 303. Let me tell you about it.

Hill 303 was being occupied by the 2nd Battalion, 5th Cavalry Regiment, 1st Cavalry Division of the United States Army. It was a small group because America didn't have a lot of troops in South Korea. We weren't ready for this war. The North Koreans, with the aid of the Communist Chinese later, overran the hill—and the Americans, some stayed, some withdrew. One of the individuals who stayed on that hill was a friend of mine by the name of Donald Foisie.

Donald Foisie and his other comrades refused to give ground. The hill was overrun. The North Koreans took the hill. Donald Foisie and one of his friends hid in a rice paddy. They used bamboo canes to get air, and they stayed there for a long time. Unbeknownst to him, 45 other American soldiers had been captured by the North Koreans. And after they were captured, they were lined up in front of a ditch, with their hands tied behind their backs, and they were machine-gunned down in that gully. Later, the Americans retook the hill. They found Donald Foisie and found his murdered comrades.

That was in August of 1950. Things haven't changed much in the Koreas. The North Koreans still have sights on South Korea, but that's another story.